

## TWO HURT AFTER AUTO ACCIDENTS CAUSED BY SNOW

Two men are in Emergency Hospital today seriously injured as the result of automobile accidents yesterday due to the snowstorm.

Raymond D. Hefflin, twenty-one years old, of 400 Fourth street southeast, a brakeman on the Pennsylvania railroad, while driving his automobile, was thrown to the street when a Capital Traction car in charge of Motorman J. Carroll and Conductor Marion F. Frye collided with his machine at Fourth street and Pennsylvania avenue southeast.

Hefflin was picked up unconscious and rushed to Emergency Hospital by George Norton, of 211 Third street southeast, who was passing in another automobile. Hefflin's car was smashed and the street car slightly damaged.

At Emergency Hospital it was said that Hefflin is suffering with concussion of the brain.

George E. McGinnity, thirty-five years old, of 2017 Fourteenth street, was removed to Emergency Hospital as the result of a collision between his automobile and a motor truck of the engineer corps, at Massachusetts avenue and Seventeenth street.

McGinnity is suffering with lacerations of the leg and forehead and a badly sprained back.

A third automobile accident, in which no one was hurt, occurred at Pennsylvania avenue and Madison place, when a machine operated by Addison Daily, of 4712 Sheriff road, skidded into and damaged the machine of Max Miller.

## CAMPAIGN TO WIN SUFFRAGE FOR D. C. GAINING HEADWAY

The campaign to secure the adoption of the Chamberlain amendment to the Constitution giving citizens of the District the right to vote is rapidly gaining headway, it became known today.

The organization of the joint committee on national representation for the District will soon be completed. Many of Washington's strongest civic bodies are lending their unqualified support to the campaign.

A joint resolution proposing to amend the Constitution for this purpose is now pending before the Senate Committee on the District of Columbia and the Judiciary Committee of the House.

The measure now pending has been found to embody ideas and principles that all can endorse, prominent leaders in Washington say.

The joint committee was formed from five large civic bodies in Washington, and other civic bodies were invited to send representatives. Among the organizations which have thus far allied themselves with the movement are: The Board of Trade, the Chamber of Commerce, Retail Merchants Association, Monday Evening Club, Federation of Citizens' Associations, Central Labor Union, Bar Association, Old Settlers' Association, Columbia Heights Citizens' Association, South-west Citizens' Association, Woman's Bar Association, and the Citizens' Committee of Forty in favor of suffrage for the District.

MIKADO PLEDGES LOYALTY. TOKYO, Dec. 30.—Absolute loyalty to the emperor and an unwavering determination to fulfill every pledge emphasized Emperor Yoshihito's address to the Imperial diet.

## Kenyon Uses Coal Probe Information to Get Fuel For Sick Babies' Mother

One Senator, at least, turns his investigating experience to account. Kenyon of Iowa, a member of the Senate Manufacturers Committee, yesterday entered the coal investigation burning with indignation. A poor woman with two sick children had been begging his office, asking help in procuring coal. She had not been able to get enough coal to keep the children from freezing, she said.

I. A. Sneed, distribution expert for the United States Fuel Administration, was on the stand. Senator Kenyon asked why there was a shortage in Washington. Sneed said there was none, that shipments here were thousands of tons above normal. Senator Kenyon asked why poor people could get no coal. Then Sneed explained that rich people had bought in the summer and hoarded their coal in cellars. The administration, he said, had opened an office to enable poor people to get coal.

"Where is it?" snapped Kenyon. "On F street between Thirtieth and Fourteenth," Sneed replied.

Senator Kenyon abruptly left the room. In an hour he was back. He had succeeded in getting the woman a half ton of soft coal. It cost him \$5.45.

## M'ADOO ORDERS ROADS OPERATED AS ONE SYSTEM

(Continued from First Page.) First appointment to his temporary administrative staff. Walker D. Hines, of New York, was appointed assistant pro tempore to the director general.

Alfred H. Smith, of New York, was appointed assistant pro tempore to the director general in charge of transportation in the trunk line territory east of Chicago and north of the Ohio and Potomac rivers.

Immediate steps to pool docks, car floats, lighters, and other facilities for distributing traffic in New York harbor, including marketing facilities now controlled by the individual railroads, also was ordered.

The Interstate Commerce Commission has been requested to make an immediate investigation of the situation existing on all trunk line railroads in Eastern territory.

Presidents of the Pennsylvania, Erie, Baltimore and Ohio, Lackawanna, New Jersey Central, and Lehigh Valley railroads likewise have been instructed to make an immediate study of terminal facilities on the New Jersey water front at the port of New York.

A report recommending necessary readjustments of passenger and freight schedules to relieve congestion in the District was ordered as quickly as possible.

Through Routes Ordered. McAdoo's order directs establishment of through routes where necessary. Railroads are directed to ignore shippers' desires as to routes where speed and transportation would be hindered.

All traffic, including passenger carriers which might interfere with expeditious movements of freight are ordered abbreviated.

"All officers, agents, and employees of such transportation systems may continue in the performance of the irregular duties, reporting to the same officers as heretofore and on the same terms of employment."

"Any officer, agent, or employee desiring to retire from his employment shall give the usual and reasonable notice to the proper officer to the end that there may be no interruption or impairment of the transportation service required for the successful conduct of the war and the needs of general commerce."

National System. "All transportation systems shall be operated as a national system of transportation, the common and national needs being in all instances held paramount to any actual or supposed corporate advantage."

"All terminals, docks, locomotives, rolling stock and other transportation facilities are to be fully utilized to carry out this purpose without regard to ownership."

The designation of routes by shipper is to be disregarded when speed and efficiency of transportation service may thus be promoted.

"Traffic agreements between carriers must not be permitted to interfere with expeditious movements."

"Through routes which have not heretofore been established because of short hauling or other causes are to be established and used whenever expedition and efficiency of traffic will thereby be promoted, and if difficulty is experienced in such through-routing, notice shall be given by shipper or shippers, or both, be given at once to the director by wire."

To Observe Existing Rates. "Existing schedules or rates and outstanding orders of the Interstate Commerce Commission are to be observed but any such schedules or rates or orders as may heretofore be found to conflict with the purposes of said proclamation (the President's proclamation assuming control of the roads) or with this order shall be brought immediately by wire to the attention of the director."

In addition to the general pooling order, McAdoo emphasized that all terminal facilities in the Chicago district are to be operated "as a unit."

Will Come To Capital. The war board, in furtherance of their plans to aid, has ordered the operating committee of vice presidents stationed at Pittsburgh, Pa., to come to Washington and establish headquarters here.

McAdoo's operating plans, as far as they can be reliably forecast today follow:

Single track lines through the same territory will be operated as one double track line. For example, the Atlantic Coast line and the Seaboard handle inter-territory traffic along during the height of the Spanish-American war troop movements.

Empty freight cars will go down one road and come back the other loaded. This will be the rule for through freight. Local trains will Air line will be pooled just as they were each line as at present.

To Follow Similar Plan. A somewhat similar system will be followed with passenger traffic. At various times of congestion, two big trunk lines between the same points will be divided with respect to freight and passenger service. One will carry freight almost exclusively between through points, the other mostly passengers.

A drastic cut will be made in inter-urban and local accommodation passenger service.

It was just here that private management was forced to admit its failure. The various private controls could not legally and would not willingly jeopardize their corporate interests by sacrificing high freight revenue. But by the Government's taking control, it guarantees the line carries the freight the other line the surplus revenues obtained from the more efficient and exclusive right to move increased freight.

Being Carefully Considered. The effect on industries along the various railroads, from these contemplated revolutionary changes in shipping conditions, is being carefully considered before a final move is made.

"We will not use makeshift methods," said a high official.

That non-essential industries will necessarily be slashed in the readjustments, "This may permit, during the war, many so-called unnecessary industries which would have been forced out under private railroad management."

It was admitted, however, that with the almost inevitable increase in freight tending to offset this increased

## Want to Build An Aero? Here's What's Needed In Army Signal Corps Plane

Here's what it takes to make an airplane, according to the official figures of the Army Signal Corps:

Nails, 4,320; screws, 5,777; steel stampings, 221; forgings, 708; turn-buckles, 220; veneer, 12 square feet; wire, 1,200 feet; hickory, 12 feet; walnut, 11 gallons; dope, 12 gallons; aluminum, 10 pounds; rubber, 24 feet; linen, 20 square yards; spruce, 24 feet; pine, 12 feet; ash, 12 feet.

It may be necessary for Government control to adopt an extended priority list and let non-war products take their chances, admittedly all new.

Walker D. Hines, appointed Director General, McAdoo's assistant, is a New York attorney with a record as counsel for the Louisville and Nashville from 1880 to 1901, and for the Santa Fe since 1906.

He is at present chairman of the Santa Fe's executive committee, an office held since 1908. In addition to his legal duties for this system.

Hines is an authority on Government and railroad problems, especially those connected with Government regulation of railroads.

He was born in Russellville, Ky., February 18, 1870.

Alfred H. Smith, McAdoo's assistant in direct charge of transportation, is president of the New York Central lines.

Direct General McAdoo was in conference practically all yesterday on the railroad situation. He saw Harry A. Garfield, fuel administrator, and the late Charles F. Adams, of the Shipping Board; Daniel Wilford, of the Baltimore and Ohio; G. W. Anderson, Robert S. Woolley, and William R. Meyer, of the Interstate Commerce Commission, and Senator Cummins of Iowa, member of the Senate Interstate Commerce Committee.

Senator Cummins said that he could not go into the details of the legislation which President Wilson will soon submit to Congress. He said that action would be immediate.

"Undoubtedly the legislation will be framed only with respect to the present emergency of war," he said.

"Where will the opposition come, if any?"

"Most likely over the question of compensation that is to be guaranteed to the railroads. There is some criticism whether it should be based on the three years specified or on some other period."

Statistics Lacking. "Has there been any suggestion of basing the proportionate valuations of the railroads?"

"We have no way to determine the value of the railroads," the Senator replied. "The Interstate Commerce Commission is tabulating a valuation of the roads, but they have so far been able to reach a conclusion on only one or two lines. We have nothing yet to go by for a broad basis."

"Do you think that if the Government is able to operate the roads successfully, Government ownership will come?"

Senator Cummins smiled and said, hesitatingly:

"Well, I guess we will have to take care of that later—maybe when we begin to talk about peace."

More than a hundred engines from Western lines, being shipped into Eastern service to relieve the congestion along the seaboard. Traffic today was further jammed by cold and storms east of the Mississippi. It was officially stated that 200 engines ordered by the Russian government and ready for delivery, some are being prepared for use in this country.

McAdoo to Decide WHETHER ROAD CAN CEASE OPERATION

The Washington, Chesapeake and Potomac Railway Company, one of the connecting transportation lines between Washington and Southern Maryland, wants to quit operation December 31.

Whether this road shall be permitted to cease operating trains, will probably be one of the first questions of its kind settled by Director General of Railroads McAdoo.

The road is a short line, tapping Charles, St. Mary's and a corner of Prince George's counties, and connecting with the Pope's Creek line at Brandywine. It has notified the Public Service Commission of Maryland that it will quit Monday. The Commission has no power to keep it in operation.

Under the President's proclamation, however, the road is now under Government control, and Director McAdoo can either order it operated by a receiver, or operate it directly by the Government.

If the line ceases operation, southern Maryland will lose a part of its meager freight facilities.

Brandywine, the upper terminus of the line, is connected by bus line with Washington. It is just off the Leonardtown Pike east of T. B. The lower terminus is at Mechanicsville.

COAL LACK THREATENS HUGE WAR CONTRACTS

Unless the Government takes steps to supply coal to New England, war contracts for hundreds of millions of dollars' worth of clothing and munitions cannot be completed. This is the word that James J. Storrow, fuel administrator for New England, brought Secretary of War Baker.

Some factories have fuel for only two weeks, Mr. Storrow said.

FINLAND TO TELL ALLIES SHE SEEKS INDEPENDENCE

HELSINKI, Dec. 30.—It became known today that Finland has sent delegations to the Scandinavian countries, England and France, and America, to urge recognition of that country's independence.

Dr. Kaarlo J. Koskunen and Prof. Renvo are the delegates to the United States.

## SEABOARD FREIGHT CONGESTION MAY BRING EMBARGO

The piling up of 1,250,000 tons of stilled shipments along the Atlantic seaboard resulted today in a three-cornered railroad-ship-coal problem, with domestic and international possibilities of the greatest importance.

Rumors that the French government, as a result of this congestion, lack of ships, and shortage of coal, had considered large American munition contracts were without official confirmation.

Embargo Predicted. However, the possibility that an absolute embargo would be placed on further shipments for export until the congestion is relieved, was officially admitted. Various hurried conferences have been held between the President, representatives of the French government, Chairman Hurley, of the shipping board; Director General McAdoo, of the railroads; Fuel Administrator Garfield, and Secretary of War Baker.

The cold wave, which has frozen thousands of tons of bunker coal still in the cars, added to the problem of supplying ships. Vessels now carry enough fuel for a return voyage, being unable to fill their bunkers in Europe. This doubles the amount of coal needed on the American seaboard for trans-Atlantic trips.

Strong Measures Coming. Hurley and Garfield are directing herculean efforts to solve the difficulties. McAdoo is preparing to adopt the strongest measures, if necessary, to relieve the freight congestion.

Valuable munitions are stacked on open ground, where they were dumped to empty the cars. Millions of dollars' worth of property still in the cars are adding to the shortage.

## 25,000 TO GREET BILLY SUNDAY HERE, IS THE PREDICTION

The first night crowd that will turn out for the Billy Sunday revival will number at least 25,000 people, according to a prediction today by Dr. James E. Walker, advance representative for the famous evangelist.

Major Raymond Pullman and his captains and sergeants will have some job on their hands, if Dr. Walker's prognostication comes true. The Billy Sunday Tabernacle will only accommodate 15,000 persons.

In speaking to the police last night Dr. Walker said that they could rest assured that Washington would find Billy Sunday a "royal good fellow" and added that he hoped many would meet the evangelist in person.

"Mr. Sunday is not coming here to tell Congress how to run the Government. He is not coming to tell Major Pullman how to run the affairs of the Police Department. He is simply coming to make it easier for men to do right than wrong here in Washington."

Final arrangements for the reception of Billy Sunday will be completed tomorrow morning at a meeting at the New York Avenue Presbyterian Church.

## SEABROOK POISON MYSTERY Baffles JUSTICE AGENTS

While Seabrook (Md.) poison plot victims today are slowly recovering from the effects of taking arsenic in salt, Department of Justice officials are admittedly baffled in their efforts to locate the person responsible for the near-tragedy.

Max Katzen, the Russian grocer who sold the salt to Seabrook citizens, is at liberty, and investigators are inclined to accept as accurate his story that he bought the salt of a peddler. It was at first believed he bought it either at Bowie or in Baltimore, and that it had been designed for Camp Meade. This theory was partially exploded by inquiry. It is stated at the Department of Justice, and investigators are endeavoring to run down a new clue that promises developments during the week.

Publication of the poison-plot story in The Times yesterday caused a mild sensation among Washington housewives. Purchases of salt were made only after careful inquiry at the grocery in many instances. Department of Justice men say some of the arsenic-doctored salt is on Washington markets.

Moore Parker, the colored farmer who purchased a sack of the poisoned salt from Katzen, is said to be out of danger, and the three members of the Chittiman family who were poisoned are slowly recovering. Physicians stated the presence of poison in the salt had been discovered in time to take the proper preventive measures, but in another day it would have been too late.

Seabrook is beginning to recover from its surprise, and citizens are unanimous in giving Katzen a clean bill of health. They say they are convinced he was ignorant of the presence of poison in the salt.

Until the Department of Justice completes its investigation, the Maryland and Prince George's county officials will take no action.

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